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unbalanced driveshaft and the balance weight at a location for balancing the unbalanced driveshaft for rotation about an axis and a second portion of the adhesive material extends between the unbalanced driveshaft and the balance weight;

(e) initially curing the second portion of the adhesive material to temporarily retain the balance weight on the unbalanced driveshaft; and

(f) subsequently curing the first portion of the adhesive material to permanently retain the balance weight on the unbalanced driveshaft.

REMARKS

This Amendment is submitted in response to the Official Letter dated July 19, 2000. Claim 14 has been amended to address the indefiniteness noted by the Examiner. Favorable reconsideration of the application, as amended, is respectfully requested.

Inquiry is respectfully made of the statements contained in the last paragraph on Page 3 of the Office Action and in the second paragraph on Page 9 of the Office Action, both of which relate to the "fact that when a balance weight is pressed against a driveshaft with liquid adhesive, a portion of the adhesive will extend from between the two articles." The source of such statements, and the purpose thereof, is not known and, therefore, cannot be adequately responded to. However, the source of such statements is not believed to be contained in the admitted prior art described in the specification or in any of the art of record. It is respectfully requested that the Examiner clearly identify the source of such statements.

The Examiner stated that it is known to glue balance weights on a driveshaft, citing Page 2, Lines 14-16 of applicant's specification. This statement is certainly true, inasmuch as it is well known to glue a balance weight to an exterior surface of an unbalanced driveshaft for the purpose of balancing the driveshaft for rotation. However, the Examiner fails to note that the specification further states that the use of adhesives for this purpose has not gain widespread acceptance because the curing time for such adhesives is relatively long. As a result, an undesirably long time delay is usually encountered between the initial point in time at which the balance weight is

applied to the driveshaft and the subsequent point in time at which the adhesive has cured to allow the driveshaft and balance weight assembly to be re-tested to confirm the achievement of proper balance. This undesirably long time delay prevents the efficient manufacture of the driveshaft tubes in the high volume quantities usually associated with the vehicular manufacturing industry. For these reasons, the known prior art relating to the attachment of balance weights to vehicular driveshafts has been and continues to be deficient. The claimed invention satisfies this long-felt need in the industry.

The Examiner relies upon the Duck et al. reference for the teaching of the use of microwave energy to quickly set a portion of an adhesive 3 provided between a windshield 2 and a vehicle body 1 and to allow the remainder of the adhesive to set later. However, as previously discussed, the Duck et al. reference is not analogous to the claimed invention. Clearly, the Duck et al. reference is not within the field of the applicant's endeavor. Furthermore, the disclosure of the Duck et al. reference is not reasonably pertinent to the particular problem with which the applicant was involved. The assembly of windshields into vehicle bodies has no rational relationship with the balancing of driveshafts for rotation. The Examiner appears to suggest that the Duck et al. reference is analogous to any invention involving the use of adhesives. However, that interpretation goes well beyond the well known and accepted standards as recited by the Examiner in the Office Action.

Furthermore, the Duck et al. reference fails to show or suggest an important feature of the invention. Specifically, Claim 14 recites that the unbalanced driveshaft and the balance weight are moved toward one another such that a first portion of the adhesive material is disposed between the unbalanced driveshaft and the balance weight at a location for balancing the driveshaft for rotation about an axis and a second portion of the adhesive material extends from between the unbalanced driveshaft and the balance weight. As clearly shown in Figs. 2 and 3 of the Duck et al. reference, all of the adhesive 3 is completely disposed between the windshield 2 and the vehicle body 1. None of such adhesive 3 extends from between the windshield 2 and the vehicle body 1, as specifically claimed. Thus, even if the Duck et al. reference

is analogous art relative to the claimed invention, it does not show or suggest at least this feature thereof. The Challenger et al. and Wakabayashi et al. references suffer from the same deficiencies as the Duck et al. reference. The disclosures of the Challenger et al. and Wakabayashi et al. references are clearly not reasonably pertinent to the particular problem with which the applicant was involved.

In view of the amendments, it is believed that the application is in condition for allowance. Accordingly, an early Notice Of Allowance is respectfully requested.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Richard S. MacMillan", written over a horizontal line.

Richard S. MacMillan

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